FRIDAY, SEPT. 8, 1871.

NEWSPAPER DECISIONS. let. Any person who takes a paper regularly from the

2. If a person orders his paper distintished he much pay all arrearages, of the publisher may codtinue to send it until payment is made, and collect the whole amount, whether it is taken from the office or not. 2. The courts have decided that referral to take news papers and periodicals from the Foli Office, or removing and leaving them encalled for, the frient their evidence of

Air Line R. R.

The distance by this road from Bolivar, where it crosses the Mississippi Central railroads from six to eight thousand dol- interest of our people. dollars. The pro rata of Hardeman coun- terprise ty from its eastern line to Bolivar-the ern fine from Bolivar of twelve miles.

The line runs 24 miles strough Fayette, making Fayette's pro rata \$240,000; | 26th of August, 1871. and 26 miles through Shelby, making

thing from the city of Memphia. Memphis has just voted \$500,000 to

the Memphis and Selma narrow gauge railroad, and we challenge any one to prove that this Air Line from Memphia to Knoxville will not be more beneficial to Memphis than the Selma Line. Now let us suppose that each of the

counties named had made up their prorate and that the road was built and equipped to Bolivar, and that the people of each county had their certificates of interest bearing stock; that each holder of \$100 stock had ten coupons, or interest notes of the Company, for \$10 each, receivable for all debts due to the Compa- build this road is universall for ten years .- The stockholders in Hardeman county would hold \$12,000 worth would receive for passage or freight.

Memphis each year amounts to 17,000 dues to the road, I am satisfied in extreme southern line, should get 5000 of tion to the road, from which he will de-

It now costs us \$2 25 to slip a bale of cotton to Memphis from Bolivar. But, to be safe, let us suppose that it cost quiy from the cotton alone which is saised and. shipped from Hardeman to Memphis the sum of \$18,000; and in paying the freight on this cotton the whole of the coupons due each year would be absorbed and a balance of \$6000 lest from this one item. Then add to this the presenger fare, which is usually estimated at the same as freights, \$18,000, and other articles shipred from Hardeman alone and back freights at \$12,000, and you have at least \$36,000 to repair and run the twelve miles of road in Hardeman for one year after having paid each stockholder ten per cent on his investment.

It is further a fact that one-half of the gross income is sufficient to repair and run a road-to-wit: \$24,000, and you have on this 12 miles alone above expenses and after paying ten per cent on the stock to each stockholder, the sum of twelve thousand dollars per year to devote to extending the road to Knoxville!

does not the stock paid to the Mississippi Central and other roads bear a dividend?" We answer: the road itself has never

been paid for. There was not enough stock subscribed to build the road!

Beeides, the Mississippi Central rail road is receiving a large income of at to consider well the causes of failure in with a carrying capacity equal to transleast 35 per cent per year on its original | the past, and, as much as possible, guard cost, and instead of going to the stockholder it goes to THE BONDHOLDER!

at from 28 to 23 dollars to the hundred, per cent. per annum for avery dollar they got on their hands, and in 1886 have to pay over three times as much in principal should receive due consideration : to the bondbolder as they received from

And this road is not only paying its running expenses and repairs, and twen- rendered productive by the use of the than on the 4 ft St inch road, enabling ty-seven per cent on the money berrowed, | road? but the stock is rising every day.

People of Hardeman, think about these things. Make the figures for yourselves, and see if it is not true that we can build of the proposed road willing and able to ing out the line. this narrow gauge road and own it our | contribute liberally toward defraying the | An estimate made for the Pennsylvania selves and more its stock bear ten per funds be obtained without resorting to gauge was \$1,600,000. The road is \$3 cans per year, at least, even from the the ruinous policy of borrowing money miles long. An estimate for the same completion of the road, and thus secure to complete work but partially done at road on the 3 ft. gauge was \$1,000,000, not only a great public improvement and exhorbitant rates of interest, whereby the showing a saving of \$600,000. But, as enhance the value of your property, but amount of their subscriptions, but the provide a cafe and paying investment for control of the road also? provide a cafe and paying investment for control of the road also? our people. For, surely, our own people Having ascer sined as accurately as " per cent. The saving therefore represhould as well have the immense profits possible the extent to which any or all of the above conditions obtain on the proof these railroads as the Yankee bond-

in this calculation, but we challenge you next most important question is: to make the calculation for yourself on a date the business that is likely to present safe basis and satisfy yourself of its uself during the first two or three years,

you pay your subscription ?

At a meeting of the citizens of Savan nah and vicinity on the 21st of August, There are also on the line of this pro-Post Office whether directed to his name of another, or 1871, on motion the Hon. Elijah Walker jected roud extensive deposits of goal and was called to the chair, and stated the ob- iron ore of excellent quality, and it would This train will accommodate 212 passendelegates to the Railroad Mass Meeting plying Memphis and a large portion of at Bolivar, Tenn., on the 26th inst. West Tennessee with both coal and iron. pointed Secretary. On motion, A. G. McDougal, J. W. le

win, H. R. Hinkle, G. W. Shipman and lasting, &c., can be quarried on the line lobin McDougal were appointed a committee to draft Resolutions expressive of Memphis and the river counties of Ten-Memphis, Colivar & Knoxville tee reported the following, which were by any other conveyance, There at present

center of the county—would not be quite one hundred and twenty thousand dollars. We are informed that there are six cable to take into consideration this proj- will be intersected by the Little Rock and Deduct engine and tender 60 tons men who propose to give together tity ect, at which time the subject may be Fulton road is a fixed fact, and no doubt

for publication, with a request that other | vided for. This calculation does not include any papers interested in the project copy the same. On motion, the meeting adjourn-E. WALKER, E. D PATTERSON,

Secretary. will give this a place in their columns, and thus assist in letting the willing voice

county, writes as follows:

ny, payable one at the end of each year | and endorsed by the citizens of McNairy county, so far as the same has been canvassed. Whilst I do not believe, under the constitutional restrictions, McNairy of coupons each year which the road would vote a tax for that purpose, yet, i the charter provides that certificates of The cotton shipped from Hardeman to stock shall be received in payment of all dues to the road, I am satisfied that a bales. Now suppose the Mamphis and this county. Let the subscriber of stock Charleston railroad, which runs on our feel that his subscription is not a donathese bales, there would be 12000 bales timately give him something in return, shipped over this line from Hardeman and I believe the road can be built without delay. I have information that Har din is wide awake on the subject. She wants an outlet for her corn and hogs, and will come boldly to the rescue.

* * "I assure you of my

\$1 59, this road would derive an income hearty co operation, and if I can be of advantage to the project, command me. "Respectfully, "S. L. WARREN."

IMPORTANT FACTS!

LET THE PEOPLE READ THEM

from the pen of one of the most gifted | next season. and reliable Civil Engineers in the Fouth has been kindly placed in our hands for room for it in preference to any thing we could write or say upon the impor tant subjects whereof it treats:

MEMPHIS, TENN., Aug 30, 1871. To Gen. R. P. Neely and Hon James Fentress, Bolivar, Tenn

Every one acquainted with the history of Railroads is aware of the unprofitable nature of railroad investments ies, invested in them for the purpose of stimulating business, developing the dorrealizing from it as an investment.

tant or more closely connected with the railway." rative duty of all those who advocate or undertake the construction of new roads of forty miles per hour with salety, and against them in future. There can be no burdened railroad in the world. For instance: When that road issued struction and operation of railroads built feet 83 inch gauge, as it is evident the

their capital stock Before proceeding with the constructhe road is proposed to be built naturally

rich in the elements of agricultural or

an important thoroughfare?

posed route, and having, after mature detiberation, arrived at the conclusion that You may differ about this or that item a railroad can and ought to be built, the

What character of road will accommo Thunder and Elizzards! Why dont of pay your subscription?

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Total of pay your subscription?

Railroad Meeting at Savanah, Ten. In reply to the first question: A Rail- stance: The standard passenger engine road from Memphis to Columbia, Tenn. In the Pennsylvania railroad has a weight The following valuable and highly in- would traverse a country rich in agricul on the drivers of 40,000 pounds, or more teresting document never reached us un- tural and mineral resources, and posses- than double the capacity of engines for til last Monday, although forwarded by mail from Savannah on the 22d of last month. The narrow gauge railway will abundantly cotton, corn, and all the ce Their usual local passenger trains conobviate all such unnecessary delays and reals that grow north, together with all sist of: be of untold advantage to the people of the agricultural products of the south, 4 Passenger cars, scating 53 except sugar and rice. The products of the dairy, garden and ozchard are large ing each 40 000 lbs., or 20 and increasing. Its forests of white oak, poplar, sweet gum, pine, beech and wal nut are unsurpassed by any in the State. ject of the meeting to be the election of doubtless be the main channel for sup On motion, E D. Patterson was ap- Hydraulic cement, equal to any in the world, murble of fine quality, and other stone suitable for building, paving, balthe sense of the meeting. The commit- nessee and Mississippi at less cost than thousands of acres of unimproved lands. Resolved, That we heartily endouse the fertile as needs be, lying dormant, which

Railrond, to Memphis, is sixty-two miles.

Engineers estimate the total cost of lieving as we do, that the construction of As regards the second question, by refbuilding and equipping three foot gauge said Railroad will greatly enhance the erence to a good railroad map it will be Resolved, Tunt we favor the continua- city of Memphis to Columbia, Tenn., lars per mile. But, to be safe in our cal-tion of said Road via Waynesboro and culations, suppose it will cost \$10,000 per Mt. Pleasant to Columbia, Tean. culations, suppose it will cost \$10,000 per mile. Then, the road completed and equipped from Memphis to Bolivar, would cost six hundred and twenty thousand dullars. The program course of Hardeness and the interest of Hardin county in the endance of the endance of the interest of Hardin county in the endance of the terprise. miles, making it the shortest route not only from Norfolk, but from New York

thousand dollars, leaving only seventy thousand dollars to be made up by Bolivar and private subscription for the west Hon. Elijah Waiker and Thomas Kerr via Wartrace to Knoxville the Duck Rivwere appointed delegates to attend the er Valley narrow guage railroad has been Railroad Mass Meeting at Bolivar on the projected under favorable auspices, and from Knoxville to Norfolk and New York On motion, the Secretary was request | railroads are in operation, leaving from that county's share (out side of Memphis) ed to send a copy of the proceedings of Memphis to Columbia—the most fivored its weight. But we have supposed in this meeting to the Bolivan Bullerin, portion of the entire route-to be pro- this case that care on both gauges are al-These considerations ought to convince

portant link in a great through route, the tons of dead or non paying weight are road from Memphis via Somerville, Boli annually carried over these roads to each var, Savannah and Waynesboro to Co-We hope our brethren of the press lumbia ought to be built without delay. their road, so has the company building and this is the result: of Hardin county be heard along the the road from Fution to Little Rock. The Duck River Valley road from Columbia to Wartrace, thence to Knoxville is to be They are for the Narrow Gauge a 3 ft. gauge; so, that, by changing the Road in McNairy. In a letter to H. M. Hill, Esq., Hon. S. L. | Rock and adopting the same gauge on your road, it would give a continuous Warren, our Senator elect, of McNairy gauge of 3 feet from San Diego to Knoxville, about 2,100 miles. The importance * * * "The proposition to with the Southern Pacific road would of a connection without break of gauge doubtless soon cause a a new road to be or, only 4 tone more than on the narrow constructed, or the gauge of existing lines | gauge ! changed from Knazville to the Atlantic seaboard, thus giving a continuous narand your road would be a very imporgreat inducement for its construction.

portunity than I have for ascertaining eir ability to contribute towards the to the people along their routes. nstruction of the road. There is one

light, and if commenced immediately, and otherwise. there is no good reason why it should not The following highly interesting letter | be completed ready for the business of rious parts of the country, according to

It will be of great advantage to the city to \$15,000 per mile. publication and willingly do we make ands of bales of cotton that, on account eigh railroad, narrow gauge, 83 miles new field of enterprise for the merchants estimate is attached. and business men of Memplus.

personal experience, or collected from re- feet per mile. There is also a much larthree feet for your road generally, and capital is, in most instanwidth of a gauge beyond what is abso- vey. Such is the location of your road

But it may be asked "if this is so why mant resources of the country, enhanc- the cost of construction, increases the structed it cannot fail to be a paying ing the value of real estate and such like, proportion of dead weight, increases the road, and money used for that purpose Gas and Steam Pipe Fitters, than with the hope or expectation of ever cost of working, and in consequence in will be safely and profitably invested. so much reduces the useful effect of the in each county through which the road As there are few subjects more impor-

doubt that the enormous cost and The cost of constructing a three foot

its second mortgage bonds they were sold under the present system, compared with right of way and road bed will be narrowthe small amount of traffic new roads are er; the crossties lighter and chorter; at from 28 to 33 dottars to the hundred, generally called upon to perform during bridges, culverts, depots, engine and car that is, to make an average, a \$1000 bend the first years at least of their existence, shops, and all other buildings will be bearing eight per cant, was bought for and the exhorbitant rate of interest and smaller, but the greatest saving will be in three hundred dollars, and the bondhold. discount for borrowed money, are the the rolling stock. Lighter rails may be er who only gave \$300 for a \$1000 bond principal causes of many roads being used, as the locomptives and cars will be mortgaged for more than they are worth, much lighter than for a 4 ft. Sh inch receives eighty dellars per year interest! thus entailing loss on their bondholders, gauge road. It will not be extravagant So that the road is paying twenty-seven and frequently sinking every dollar of to state that through a rough, hilly country, a saving of one half, and in a comparatively level county, one-third the cost tion of a railroad the following questions of the broad gauge road can be made.-The more the country approaches moun-First: Is the country through which tainous, the greater the saving effected by using the narrow gauge. This arises from the fact that the wheel base of cars | Estimate of Cost. Memphis and Raleigh mineral wealth, or both, which would be on the 3 ft gauge can be much shorter them to pass over curves of much smaller SECOND: Will the road, when built, radius without any friction of the flanges, form a link in, or be the continuation of and this power to adopt curves of small radius gives the engineer of the narrow Thinb: Are the citizens along the route gange road an immense advantage in lay-

> sents a capital of \$560 000, on which, Two Engines-delivered, \$6000 each 12,000 00 for 20 years, you are to pay 7 per cent Four Passenger Cars @ \$1200 each 4,500 05 interest, or, a total of \$942,000 Eight Baggags and Freight Cars @ \$900 7,200 to

and at the end of that time the capital 660,000 Thus, in 20 years you will be

drained of.....\$1,602,000 " Or 8 per cent per annum on

Their usual local passenger trains con-Baggage car Engine and tender

To carry the same number of passengers on the 3 ft. gauge we require:

Passenger cars, senting each 35 passengers, and weighing each S tons Baggage car..... Engine and tender 2) tons

the standard gauge. Then, since the smaller engine has oneprojected Narrow Gauge Railroad from this road would develop by bringing in half the power of the larger, it follows Memphis via Somerville, Bolivar and emigration and capital, and by stimulat- that it can readily take its lead wherever Purdy to Savannah, Tennessee, and we ing manufactures and trade As regards | the larger engine can go. But follow this pledge ourselses to use all reasonable ex- local traffic, no road in the South, either out in freight traffic, which is the paying engine on 3 ft. gauge, is on av-

Leaving for lead3821 tons

be cars, or say 108 tons

Leaving for load Cars weigh 10 tons and carry 10 tons, then of load one-half

the most casual observer that, as an in- on the standard gauges more than four The Southern Pacific Railroad company gauge also, which, from the smaller size save decided to adopt a 3 feet gauge for of the cars, can scarcely be expected

> Cars weigh 2 tons and have Then in load as above of ... 382 tons There will be weight of cars 234 tons Leaving weight of paying 4 FT. SI INCH GAUGE-750 tons In load as above of..... Weight of cars..... 600 tons

This, then, is the practical result of the narrow gauge theory, and from this, natrow gauge railroad across the continent, urally, follow all the principles of economy in construction and operation, cheap tant link in the same, which alone is a freights, large dividends, its adaptability to other than mountainous countries and From your intercourse with the citi- the feasibility of doubling the number of ens of the counties through which a rail | miles of our railways at no more than for road from Memphis to Columbia, Ten- mer outlay, and all the long train of adlessee, will pass, you have a much better | vantages which will accrue to the stockbolders of such paying roads as well as

ning, however, if their ability is one- upon the character of the country through tenth as great as their earnest desire and | which it is located; the temporary or perathusiastic support of the project where | manent nature of the superstructure, deever meetings have been held along the pots, machine shops, tools, etc.; upon the line of the projected route, the road will extent and design of its rolling stock, all soon be in running order. This road, if of which may be more or less governed built, will probably touch the county site by the amount and nature of traffic i of each county through which it passes, may be intended to perform at first, and and, as a matter of course, will enhance by the available resources of the compathe value of every acre of land in the ny, that I do not deem it expedient to If the narrow gauge be adopted, which your road until all these things are more strongly recommend, the cost will be definitely ascertained by careful serveys

The cost of narrow gauge roads in vathe engineers' reports, varies from \$7000

On the Memphis and Raleigh railroad The following statements respecting there was no curve of less radius than narrow gauge railroads are the result of 1146 feet, and no grade exceeding 50 lable sources, and will serve to show you ger amount of bridging and piling in why I recommend the narrow gauge of proportion to the length of the line than would be necessary on your road. But, Mr. Fairlie, the eminent English engi- as already stated, no reliable estimate of lutely necessary for the traffic, adds to that if it is well and economically concreases the tariffs to the public, and by It is the interest and duty of every man passes to aid this great enterprize. Let

prosperity of this country than that of A three foot gauge road is no longer an each put his own shoulder to the wheel railroad economy, it becomes the imperative duty of all those who advocate or tice to be capable of maintaining a speed yourselves and everybody will help you. Remember that money brings money, and when you have pushed yourselves into acting the business of the most heavily prosperity every hand will be extended to give you a lift. The legitimate and immediate effect of

an increased county revenue, even the or \$50 into his own pocket. Wishing you every success, I remain, yours, very respect'y.

THOS. H. MILLINGTON. Civil Engineer

Railroad. CAR 'W 2 DEED I PROTE ST MILES

Depots, Platforms and Temperary Building, Touls, etc. _____ 2,500 00 RECAPITULATION.

School for Young Ladies. BOLIVAR, TENN

The Fifth Session of shis School will commONDAY, SEPTEMBER 4th, 1871. Spelling, Reading and Mental Arithmetic continued, Primary Geography and Map Brawing, Practical Arithmetic Continued, Primary Geography and Map Brawing, Practical Arithmetic, Primary History of the United States, Scholar's Companion, English Grammar and First Stors in Compesition.

Spelling, Reading, Mental Arithmetic, Practical Arithmetic, Geography and Map Brawing, English Grammar and Scholar's Companion, continued History of the United States Familiar Science, Mythology, Compend of History, Waste on the Minsl, Natural Philosophy, and Advanced Course of Composition. No deduction made for absence except in cases out and protracted sickness.

Boys under Ten Years of age will be admitted PRATT'S SOUTHERN MADE GIN.

This Gin, of light draft, makes a good ample and will plak more list from the same amount of seed colors and in less time than any other Gin. It less not break the sell nor choke: is simple in its con-truction, and not liable to get out of order. Mr. Pratt has made appeared of 20,000 Gins for India, Egypt, Mexico, Brazil and the Southern States, which have given general extended. have given general emisfaction.

It is a good rule to try all things and bold fast to what has been approved and absurers the purpose for which it is made. This is claimed for Pratt's Gin and admitted by prastical planters who have used it.

Steam Engines and Machinery. Made by Talbott & Sous, of Hickmond, Va., for sale.
These Engines, with the latest improvements and of superior weekmanning, have taken the oremine over others at fairs where they have been exhibited.
Orders for Gins, Engines and Gure Bands promptly filled.

3

On Shares.

G. Berglund & Bro., lesses of P.

shares-giving half and taking half.

notice on the most reasonable terms.

I. C. NEELY, 8, H. BROOKS, H. M. NEELY

BROOKS, NEELY & CO.,

WHOLESALE

Cotton Factors,

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Plantation Supplies,

BOAT AND BAR STORES,

Between Court and Madison

JOHN T. STRATTON, Thate of Stratton, Goyer & Co.

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STRATTON, JAMES & CO.

Successors to J. M. James & Co.,

Wholesale Grocers.

Cotton Factors,

Commission Merchants.

230 FRONT STREET,

J. GRIESHABER,

DEALER IN

Wall Paper,

WINDOW SHADES, CURTAINS,

AND ALL KINDS OF

Upholstery Goods,

BROWNE & BROWNE.

315 Second Street,

PUMPS, WELL POINTS AND PIPE ON BAND

FOR THE

American Driven Wells.

PUMPS repaired and steam works put . Orders for any size Pipe can be filled promptly. augle-yl BROWNE & BROWNE.

HILL, FONTAINE & CO.

WHOLESALE GROCERS,

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orge stock of such goods as apportate to our busing

nating in part of the following—
1000 barrals Flour—all grades.
1000 do Salt.
500 sachs Coffen.
500 packages Mackerel.
100 cases Sardines.
100 barrels Heftned Syrup.
100 barrels Louistana Robottod Molasses.
1000 pas han and Hemp Bagging.
2000 bandles Beard and Arrow Ties,
55 tiertes S C Hams.

GROCERIES.

A. WARREN & SONS,

Staple and Fancy Groceries.

COUNTRY PRODUCE,

Wines, Liquors, Canned Fruits, &c.

Footh Side Public Square,

FLOUR, MEAL

STARCH

Bolivar, - Tenn.

Memphis, Ten.

No. 292 SECOND STREET,

Be ween Monroe and Union,

FRONT STREET.....

cular attention paid to the sale of Cetton, as having a first class Fire Proof Warehouse of our own, will give personal attention to

STORING, WEIGHING, and SHIPPING

MEMPHIS, TENN.

J. W. X. BROWNE

MEMPHIS,

TENNESSEE-

June 24, 1871.

Sins repaired by a skillful Ginwright Address sauphis, Tenn.

G. W. TRUEREART. Agent, avgladis For Baniel Prats, Talbott & Sons. Cars weigh 2 tons to carry 5 tons, of this load then 27 would

will be weight of cars...... 375 tons

Leaving for paying freight, 375 tons This shows an actual capacity for the arrow gau e freight engines of nearly that of an engine more than 24 times ways filled, which, unfortunately, is far from being the case. Statistics show th t ton of paying freight. Allowing that this discrepancy may extend to the three feet

THREE PEET GAUGE-

The cost of a railroad depends so much risk even an approximate estimate for

Memphis, as it will be the means of About a year ago I made the surveys bringing to her market annually thous | and estimates for the Memphis and Ralof transhipment, now go to Mobile and long, the estimated cost of which amount New Orleans. It will also open out a | ed to \$11,300 per mile -A copy of the

building this road would be to add hundreds of thousands of dollars to the cap ital and taxable wealth of these counties | NAPOLEON HILL. and to increase the intrinsic and market value of real estate many fold; and if this desirable result can be brought about by means of a judicious expenditure of poor man who owns simply one or two lots could well afford to pay double or quadruple his present tax, as every dolar thus expended would put perhaps \$25

OAU -E D PERT-LENGTH OF MIL	no.	
Grubbing and Clearing	1,100	00
Earth Excavation	16 200	00
Pile Bridging	3,000	00
Piling or Treetling	2,400	100
Log Culverts and Cattle Guards	1,056	50
Road Cro.zings and Ferm Roads	3/0	00
Orosstics, delivered	6,200	90
Laying Track	2,000	00
Engineering, Cost of Surveys, Right of way, Printing and Stationery, Advertising, Office	13,500	66
Expenses, Contingencies, &c	3,320	00
Road-bed-Complete 5	26,520	on
from Rails [25 lbs. per yard, \$80 per ton]	29,410	
Spikes	1.210	90
Chairs or Joint Fastraings	4,500	90
Superstructure 9	15,120	00
Marin Warrant and Parket and Advanced in the Control of the Contro		

000 00 Our Stock consists, in part, of SUGAR, COFFEE, MOLASSES, BACON. \$ 27,250.00 Road-bed, Tracklaying and Engineering... \$ 25,530 00 POWDER,

Miss M. B. SMITH, Principal. 68. Charges made from date of estrance INSTRUCTIONS IN PENMANSHIP

Hardeman Co. Directory. Chancery Court. Circuit Court. 15 00 J. FI.I PPIN, of Somereille Judge Clock Court meets 3d Menday in March, July and Navember.

County Officers. C. H. ANDERSON... MARTES PIRTLE... J. J. JOYNER... J. J. NEKLY... L. M. CARRESUTON. Court meets lat Monday in each month. Pederal Officers.

Corporation Officers. M. MITCHELL..... Aldermen.

M. MITCHELL, L. M. CARBINGTON, JOHN KENNY, JOHN A, BAKER, A. T. McNEAL, E. P. McNEAL Magistrates and Constables. ict 1 M W Prewitt D Johnson

2 A H Rose and J C Spinhs De constable

3 J J Polk spd T L Durrem E B Stewary

4 J W Wilkes and W M Johnson B. I. Dos

5 J B Harriss and T D Clinton

6 CH Anderson, D J Newbern, R H Walton.

6 CH Anderson, D J Newbern, R H Walton.

7 J K W P. J D C C J J L Lineberger

8 B S Carter and J M Miller, E G Dunesa, jr

9 R It Black and U A West, Tandy Russell

10 PM Crawford and D A Ferguson, D C Sauli

11 12 R Derris and C M Lambeth, J I Simpson

12 John A Cor and J D Sasser, Jos Floring

13 A W Files and W H Armfield, E M Durris

14 J B Faucett and W J Blair, James Smith

15 T W Tate and R J, Pirtle, Jas Murdaugh

16 J Lawery and G E Armetead, W A Kerr

17 G W Thompson and J W Whithy T J Endann

Church Directory St. James' Church, Bolivar, Tenn.

Presbyterian Church. REV. H. C. BROWN, PASTOR, Cumberland Presbyterian Church.

Services as follows; - Second Sobbeth in each month, by Br. A. A. Mooneman; Fourth Sabbath in each nonth by Wn. M. Normany. Jones' Leatherville tan yard, factory and Methodist Church. Services every Subbath, at 10% A. M. and 7 P. M., by the flav. S. H. SURRAT.

SARMATH SCHIUL at 5% A. M.

Singing for Babbath Schrol Scholure every Sunday evening at 2% o'clock. Prayer Meeting every Wednesday night. Choir meeting every Friday night. Regular Church meeting first Wednesday night in each moath. Young Men's prayer meeting every Munday night. mills, will tan all kinds of hides on Our wool factory is in full trim, and we are prepared to do picking, cleaning, carding, spinning, weaving, o'c, at short

Baptist Church. Salkath Service 201; a m and 71; r m: Sanday School a m: Fraver Meeting Tuesday Evening; Hagelar Houthly Meeting, Saurday before the Third Sabbath a cackmouth; Communion Service the Sasbath Sabow-ELD. & B TUMLINSON, PARTOR, Masonic Directory. GROCERS,

* EARTON LODGE No. 51, Meets first Monday in ach menth. L. B. ADARS W. M. W. Y. ROBERTSON, BOLIVAR CHAPTER No. 34 Moots Wodnesdas after first Monday in each mooth. L B ADAMS M E after first Monday in each month. L. B. ADAMS M. E. H. P. W. V. ROUBETSON Sealy.

BUGEVAR COUNCIL, No. 15, Musts meeted Monday in each month. I. B. ADAMS T. I. G. M., W. Y. ROUSETSON Secretary, Hall over Mash & Staylor's store. Bolivar Council Wo. 1, Nos. 270 and 272 Front Street,

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